

WORK SESSION OF THE GREENBELT CITY COUNCIL held Wednesday, August 21, 2013, to meet with the State Highway Administration.

Mayor Davis started the meeting at 8:07 p.m. It was held in the Multipurpose Room of the Community Center.

PRESENT WERE: Councilmembers Konrad E. Herling, Emmett V. Jordan, Leta M. Mach, Silke I. Pope, Edward V.J. Putens, Rodney M. Roberts and Mayor Judith F. Davis.

STAFF PRESENT WAS: Cindy Murray, City Clerk.

ALSO PRESENT WERE: Kate Mazzara, Assistant District Engineer for Project Development, and Venu Nemani, Assistant District Engineer for Traffic, State Highway Administration; Brian Gibbons, Advisory Planning Board Chair; Laura Kressler, Public Safety Advisory Committee Chair; Carol Griffin, News Review; and Bill Orleans.

SHA Project in Greenbelt and Nearby Areas

Ms. Mazzara and Mr. Nemani distributed handouts and provided updates on the following projects:

- 1. MD 193 (Greenbelt Road) and Cipriano Road – To extend the left turn lane along westbound MD 193 by 100 feet and modify the left turn phasing. This project is currently in the design phase. Ms. Mazzara and Mr. Nemani advised pedestrian improvements (crosswalks) would be included as part of this project.*
- 2. MD 193 (University Boulevard) at Rhode Island Avenue – To extend eastbound MD 193 left turn lane by 200 feet; provide an additional through lane on westbound MD 193; and extend the southbound Rhode Island Avenue right turn lane by 300 feet. The concept development of this project is complete and the preliminary design effort is to be initiated.*
- 3. MD 193(University Boulevard) from Rhode Island Avenue to Southway – Patch, grind and resurface the existing roadway, upgrade existing sidewalk ramps, repair existing inlets and upgrade existing traffic barrier. This project is in construction. Mr. Nemani advised bike lanes between 62nd Street and the Beltway ramps are included in this project. He added that in areas where dedicated bike lines are not provided, signs will be posted noting that bicyclists can utilize traffic lanes. Mr. Roberts asked if this project could be extended to Hanover Parkway and include needed pedestrian improvements, especially in front of Greenway Center. Mayor Davis added that the City has been requesting pedestrian improvements in this location, as well as on Southway, for many years. Mr. Nemani said he would check on the request. Ms. Mazzara added if sidewalks were installed, they would become the responsibility of the City for maintenance and upkeep.*
- 4. MD 201 (Kenilworth Avenue) from Good Luck Road to I-95 - Patch, grind and resurface the existing roadway, upgrade existing sidewalk ramps, repair existing inlets and upgrade existing traffic barriers. This project is in construction.*

Road Surfacing Issues

Mayor Davis asked about plans for resurfacing of the following sections of State roadway:

- 1. Southway, from southbound Baltimore Washington Parkway ramp to begin/end City maintenance signs near 10 court Southway.*
- 2. Crescent Road, from Kenilworth Avenue to begin/end City maintenance east of Ridge Road*
- 3. Mandan Road, both sides - to begin/end City maintenance portions.*

Ms. Mazzara will check and report back to the City.

Signal Timing Study

Mr. Nemani said signal timing in all corridors is reviewed on a three year cycle. The Greenbelt area corridor was last done in 2011 and would be reviewed again in 2014. He added that whenever a major change occurs in a corridor, such as new development, SHA checks the flow of that area to assure traffic flow is still in order. Mayor Davis and Mr. Jordan mentioned traffic routinely backs up at the intersection of Greenbelt Road and Hanover Parkway and suggested the intersection be reviewed. Mr. Nemani said SHA would check this intersection in mid-September after school has been back in session a few weeks.

Mayor Davis questioned the timing of the traffic signal on Southway Road by the southbound Baltimore-Washington Parkway ramp. Mr. Nemani said they would check into the request but noted that priority is given to vehicles exiting from the ramps so that traffic won't back up onto the Parkway. Mayor Davis also asked what time the signal goes into flash mode. Mr. Nemani will check and report back.

Other Items of Shared Interest

Mr. Herling mentioned the possible relocation of the Federal Bureau of Investigation to Greenbelt. He asked whether all types of transportation options, such as bicycle lanes and bus lanes, are considered when roadway improvements are under consideration. Mr. Nemani said bicycle and pedestrian accommodations are considered for all projects. He added that bus lanes need to be considered on a corridor wide level and not only at the local level.

Mayor Davis and Ms. Pope noted the poor condition of the Powder Mill Road bridge between Edmonston Road and US Route 1. Ms. Mazzara said she would check with the SHA Bridge Repair/Replacement Division but believes the conceptual work is complete and they are awaiting funding. Ms. Pope expressed concern regarding the safety of the bridge. Ms. Mazzara assured Council all bridges have safety inspections every two years.

Mayor Davis asked about the SHA mowing schedule. Ms. Mazzara said she believes there are three cuts a year but she will check.

Mr. Herling expressed concern regarding the safety of busses and motorists turning right from Ivy Lane onto southbound Kenilworth Avenue. He said a number of accidents had occurred at this location. Mr. Nemani said they would check on the situation.

Mayor Davis commented on the massive amount of Pepco tree removal along Greenbelt Road in the State right-of-way as part of the Pepco Reliability Work Plan and questioned the arrangement SHA had with Pepco regarding this work. Ms. Mazzara said she would check with the SHA Landscape Operations Division. Mr. Putens advised that the City, Pepco and local homeowner associations are working together to develop replanting plans and suggested SHA participate in the process.

Mr. Jordan asked Ms. Mazzara and Mr. Nemani their thoughts on pedestrian and bicyclist safety in diverging diamond interchanges such as one of the alternatives proposed in the Sector Plan for Greenbelt Road and Kenilworth Avenue. Mr. Nemani said there are challenges associated with accommodating pedestrians and bicyclists in this type of interchange but it can be done. He noted that the diverging diamond interchanges on Arundel Mills Boulevard by the Baltimore-Washington Parkway were the first of this type in Maryland and have worked extremely well for vehicular traffic. Mr. Nemani acknowledged there wasn't much pedestrian and bicyclist traffic in that area.

Mr. Jordan commented on the dangers on the western part of the Greenbelt Road and Kenilworth Avenue interchange with the Edmonston Road turnoff. He also mentioned complaints about the timing of the lights at the intersection as well. Mr. Nemani said they would check on this situation.

Items of Information

Several informational items were discussed.

The meeting ended at 9:53pm.

Respectfully submitted,

*Cindy Murray
City Clerk*